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## BIRTHS.

On August 10th, at London, the wife of F. A.  
McKENZIE, of a son.On September 6th, at Shanghai, to Mr. and  
Mrs. A. M. FRANKLIN, a son.On September 7th, at Shanghai, to Mr. and  
Mrs. W. T. WATSON, a daughter.

## MARRIAGES.

On August 6th, at Ewell, Surrey, JOHN REDDIE,  
second son of the late JOHN REDDIE BLACK,  
Yokohama, Japan, to HELEN DOWNEY, eldest  
daughter of the late F. H. KILBY, also of  
Yokohama, Japan.On August 6th, at Pentonville, St. Rev. H. J.  
McLARY, D.D., Bishop of China, to GEORGE  
ELIZABETH GOODWIN.On September 4th, at Shanghai, GEORGE STREY,  
husband of JENNIE, only surviving daughter  
of the late ISAAC HALL of Cayce, Co. Morgan,  
Ireland.

## DEATHS.

On August 6th, at Greystones, Co. Wicklow,  
REDA, widow of late G. K. BARTON, M.D.,  
formerly of Shanghai, aged 87 years.HONGKONG OFFICE: 10A, DES VOGES ROAD U.  
LONDON OFFICE: 101, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 15TH, 1908.

NOTHING is so easy of ventilation as a  
modern steamer; the engine room and  
boiler and funnel casings afford ideal  
opportunities for the construction of exhaust  
shafts from every portion of the interior of  
the ship; yet perhaps from that very cause  
nowhere do we find the most elementary  
requirements of the most ordinary condi-  
tion of air so utterly set at naught as in  
modern passenger steamships. Nor is the  
neglect of the most ordinary sanitary appli-  
cations for the supply of fresh air by any  
means confined to the cheap and dusty  
coasting steamer, but we find it rampant  
even in otherwise well constructed ocean-  
going vessels, where passengers have often  
to traverse the great oceans for many  
days without a break. In most other cases  
where a number of human beings have to be  
accommodated for a more or less prolonged  
period, the Board of Trade or Parliament  
directly, has made provision for adequate

ventilation; the passenger steamship appears  
amongst the few exceptions. The scandalous  
over-crowding of coolie emigrant ships in  
the early years of the last century did indeed  
produce an Act defining the minimum  
amount of space to be allowed for each  
coolie shipped, but strangely enough no pro-  
vision was made for the adequate provision  
of fresh air; batten down was indeed  
forbidden, but otherwise ventilation seems  
to have been passed over. The statutory  
limit of minimum space under the Act is 72  
cubic feet for each individual carried, which  
is required to be clear from obstruction of  
any kind. In an ordinary ship with say, a  
"tween-deck, 8 feet high, this will be met  
by passengers about 2ft. 8in. with a triple  
row of bunks, 6ft. 6in. long at each side.  
As each adult on an average renders unres-  
pirable about 900 cubic feet of air per hour,  
the amount allowed to each, 72-cubic-feet,  
will need to be renewed twelve times each  
hour to maintain healthy conditions: pro-  
vided the space be left open this can be  
accomplished from the hatchways, without  
calling on the ports which are liable to be  
closed in bad weather. To Orientals accus-  
tomed to high temperatures no great hard-  
ships need be undergone in properly regu-  
lated ships, whether steam or sailing.

When we come to examine the accommo-  
dation usually provided for the superior  
classes of passengers another state of things  
is to be noticed. In the ordinary steamship,  
from motives of privacy, the accommodation  
is usually provided in closed off cabins,  
where every obstruction is offered to the free  
circulation of air: in few cases is there  
any exit provided for the vitiated air into  
the open, for the most part it being  
allowed to escape, as best it can through  
small openings into the interior passages of the  
ship, generally themselves more or less foul  
with air escaped from the engines and boiler  
rooms. Motives of economy induce the  
owners to crowd as many passengers as  
possible into each closed compartment, and  
the ordinary passenger himself, as often as  
not from ignorance, aggravates the evil by  
closing up every opening he can through  
some vague fear of "drafts". An aggra-  
vated instance of overcrowding in a steamer  
used for long excursions, accompanied with  
a practically total absence of any provision  
for ventilation whatever, was recently  
brought under the notice of the writer.

The entire of the superior passenger accom-  
modation was here centralized amidships,  
around the engine and boiler spaces, so that  
there was absolutely no escape on the part  
of the builders and owners. With the  
exception of a small companion and two  
doors situated aft, there was absolutely no  
means for the admission of the outer air  
except through small ports, which had to be  
closed in bad weather or when the decks were  
being washed: more remarkable still, there  
was not a single opening upwards from the  
passenger deck, the entire of which was  
hermetically sealed to prevent the possible  
escape of the spent and over-heated air.

To make matters worse, the galley and  
cooking offices were actually placed on the  
upper deck without any communication with  
the outer air otherwise than through small  
ports at the sides opening on to what was  
left for a promenade deck. The sleeping  
accommodation provided for upwards of  
ninety passengers consisted in twenty three  
small cabins, the largest of which, actually  
measured, contained slightly under 600  
cubic feet, without allowing for fittings,  
packages, &c. Making allowance for these,  
the actual space allotted to each passenger  
was 123 cubic feet, or just sufficient to  
sustain ordinary breathing for 7½ minutes!

Fortunately, during the passage across the  
Pacific Ocean no bad weather was experi-  
enced, so that except during the time of washing  
decks it was not necessary to close the ports.  
Still a large proportion of the passengers  
were compelled to sleep on a somewhat  
restricted deck, or accept what rough  
accommodation could be provided on an  
emergency elsewhere.

Now, as above indicated, in this case by  
the provision of one or two guarded opens,  
for the admission of fresh air, and the  
construction of extraction air passages  
around the funnel and boiler casings, a  
perfectly efficient system of ventilation was  
actually at hand, and only required the  
exercise of a little knowledge and discre-  
tion to be put in an efficient working  
condition. Of course, in ship ventilation, as  
in mine ventilation, nothing must be left  
to the discretion of the passenger or  
worker whose first instinct in both cases  
will be to close up every orifice admitting  
or discharging air. One rule, above all  
should be made imperative, and that is that  
besides any air that may be admitted by  
ports or other external openings liable to be  
closed during bad weather, each steamship  
carrying passengers should be provided  
within itself with a system of ventilation  
capable of supplying under the worst

conditions a minimum of 1000 cubic feet  
of air per hour for each passenger carried,  
and such ventilation to be entirely beyond  
the control of any passenger on board. No  
additional expense need be incurred in thus  
fitting up a steamship; the means, in fact,  
are always at hand in the engine and boiler  
casings, the high temperature of which is  
always available with a little forethought to  
set in action a series of exhaust tubings. It  
is no credit to our great ship-building  
establishments that in the majority of cases  
the ventilation of our ocean-going steam-  
ships remains in the same archaic condition  
as it was found upwards of half a century  
ago.

The German Mail of the 13 August was  
delivered in London on the 12 inst.

The interport Cricket Match at Shanghai  
will probably take place the first week in  
October. Tientsin is not sending a team.

The Manila Merchants Association has in-  
vited President Roosevelt to visit the Philippines,  
which in their letter they describe as "these  
treasure islands of the East."

The Kiangu Acid and Chemical Works,  
Shanghai, were destroyed by fire on the 6th  
inst. The loss is stated to have been fully covered  
by insurance in various companies.

Mr. Orlando Baker has been approved  
by H. M. the King as Consul of the United  
States of America at Sandakan, British North  
Borneo.

Mr. Carl Walter, of Messrs. Meyer & Co.,  
has been decorated by the Korean Emperor  
with the Order of the Third Class of the  
Pukhoo.

The navigating officer of the despatch ship  
"Alacrity," attached to the China Squadron,  
Lieutenant Ball, has been reappointed to her for  
her new commission.

The Kobe papers report the death of Mr.  
Alfred Morris, who was present at the bom-  
bardment of Kagoshima in 1862 and had  
spent about fifty years in Japan.

The Straits Settlements trade statistics for  
the quarter ended June 30, show that the value  
of trade in the Colony was \$23,557,435 less than  
in the corresponding quarter of 1907.

There appears to be great distress in the  
neighbourhood of Pakhoi due to drought  
followed by inundations. Rice which at this  
season is usually \$3 a picul is quoted \$5, and  
diseased is developing.

While handling sugar at the top of a lift  
well, some fifty or sixty feet deep, at the  
Queens Bay Sugar Refinery yesterday, a  
coolie accidentally fell into the well, and was  
killed instantly.

Admiral Sir James Bruce, who was last  
employed from October 28th 1899 to September  
9th 1901, as second in command of the China  
Station, is due to retire this month under the  
non-employment rule, seven years having  
elapsed since he hoisted his flag.

Mr. H. P. Wilkinson, Crown Advocate of  
Shanghai, has filed a summons against the  
Editor of the "China Gazette" returnable this  
week, asking leave to commence proceedings  
for an alleged libel against Judge Wilby con-  
tained in a footnote published on August 4.

Engineer Commander James Mountfield,  
who has been appointed first assistant  
to Engineer Captain John Fielder, chief  
engineer at Hongkong Naval Yard, has  
passed the special course and is a Newman  
Memorial prize-winner. He joined the engine  
room department in July, 1902, and reached his  
present rank 13 months ago.

It is satisfactory to be able to record that  
there were no cases of plague during the week  
ended 12th instant, and that a blank was again  
furnished up till noon yesterday. Out of a  
total of 1069 cases for the year, however, 914  
proved fatal. This last includes three Euro-  
pean cases, one fatal. Last week five Chinese  
cases of cholera were reported in the city.

Dr. J. G. Gibb, F.R.C.S., son of Mr. James  
Gibb, M.P. for the Harrow Division, is coming  
to China to take up work at the London  
Missionary Society's Medical School in Peking.  
Dr. Gibb and his family have for a long time  
been actively connected with the work of  
Kensington Chapel and its Mission at the  
People's Hall in Notting Dale, London, W.

The following officers of the Royal Army  
Medical Corps have been placed under orders  
to join Far Eastern garrisons in the com-  
ing troping season:—North China, Major  
A. C. For, Lieutenant E. J. Elliot, and  
Lieutenant J. C. Hart, all this month. South  
China, Major J. R. Probyn, D.S.O., Captain  
B. A. Craig, who has arranged an exchange with  
Captain A. E. Thorp, Lieutenant W. J. E. Bell,  
and Lieutenant H. M. J. Perry, all this month.  
Thessalon, to be by the troopship "Soudan," which  
was scheduled to leave Southampton to-morrow  
the 16th instant.

The special China fund, now being raised by  
the Religious Tract Society in England for the  
extension of its work in China, has in payments  
and promises, reached a total of nearly \$5,000  
out of the \$20,000 needed. With a view to the  
administration of this fund the committee have  
invited Sir Charles Tarring, one of their mem-  
bers, and the Rev. A. R. Buckland, secretary  
of the Society, to visit China this autumn.  
They will leave on Sept. 25, and on their way  
will examine the work of the Japan Book and  
Tract Society, another of the Society's auxil-  
aries in the Far East.

The Alexandra Cinema-theatre continues to  
supply acceptable after dinner entertainment.  
New pictures are being shown this week and the  
Manilla Orchestra play enjoyable selections  
while Miss Giralda pleases with her Spanish  
dances.

The Filipino linguists have formed an as-  
sociation known as the Samahang Man-  
anagalog, the aim of which is to study all the  
various dialects of the country for the purpose  
of making out of all of them a common tongue  
that shall be the national language of the  
archipelago when the Philippine islands are  
granted their independence.

Mr. George Macartney, C.I.E., a son of the  
late Sir Halliday Macartney, British Consul-  
General in London, has been gassed British Consul-  
General at Kaulgar. Mr. Macartney is the  
godson of the late Li Hung-chang. He is an  
accomplished linguist, and speaks with fluency  
a great number of languages in addition to  
numerous Central Asian dialects. Mr. Macar-  
tney was born in China. He was associated  
with the Anglo-Russian Pamir Boundary  
Commission, and received the thanks of the  
British Government for his services in con-  
nection with that body.

The following extract is from the "Japan  
Chronicle":—"We are asked to warn charitable  
people in Kobe and other ports against a middle-  
aged, rather stout woman who is now going  
about Kobe soliciting money under various  
names and pretenses. It is stated that this  
woman first solicited assistance with a tale of  
distress, saying that if she could get a little  
money together she could open Curry Rooms  
and make a living in that way. Then her name  
was Mr. Bennett. Later she appeared as Mrs.  
Lawrence and got a further sum of money on  
the plea of Kobe, saying that she had an appointment  
as teacher at Vladivostok, but had debts to pay  
here and no money to get there. At that time  
she was a British subject according to her own  
statement and obtained a passport as such.  
Her latest alias is as an American citizen under  
the name of Mrs. Morris. Her story now is  
that she was robbed by a man in Honolulu,  
whom she pursued as far as Kobe, where she lost  
trace of him. She now wants to collect sufficient  
money to take her to Hongkong, where she  
alleges that she has friends."

It will be a source of great satisfaction to all  
friends of missionary work in China, says the  
Record, to know that the vexed question of  
episcopal jurisdiction in Mid-China has been  
satisfactorily settled. An agreement has been  
signed by the English and American Bishops  
concerned, and countenanced by the Archbishop  
of Canterbury and the Presiding Bishop of the  
Church of the United States. It defines clearly  
the respective spheres of influence, and sets at  
rest many difficult questions. If some of those  
who know how great has been the work of  
English Bishops in the past are inclined  
to think that the English Church has made too  
large a concession, it must not be forgotten  
that the original area of the See of Mid-China  
was too large for the whole to be worked  
effectively, and that the American branch of  
the Anglican Communion has large interests  
there, and has rendered very efficient services  
"where," to quote Bishop G. E. Moule's words,  
"the Missionary Societies of the Church of  
England, have failed to respond to appeals for  
assistance in maintaining Church services."  
The arrangement now comes to is a very happy  
solution of a difficult question, and will result  
we are persuaded, in the strengthening and  
extension of missionary labours.

At the conclusion of a long trial in the case  
of a man named S. R. Price charged in the  
American Court at Shanghai with an assault  
with a dangerous weapon, Judge Wilby de-  
clared the accused's senior counsel, Mr. G. D.  
Musso, from appearing at the bar of the U. S.  
Court for China. There have been sensational  
incidents in the case including disputes between  
the Judge and the accused's attorneys and we  
noticed in the judgment that the Judge charac-  
terized certain testimony given by Mr.  
Musso in the course of the case as  
"devoid of any mark of truth." Price,  
who at the first trial was sentenced to  
six months imprisonment, has now on a retrial  
of the case by direction of the Appellate Court,  
been sentenced to three months. Leave to  
appeal again has been applied for. The  
announcement made by Judge Wilby with  
regard to Mr. Musso seems likely, the Mercury  
says, to lead to a lengthy and in all probability  
sensational chapter of events. After hearing  
the intimation Mr. Musso proceeded to the  
Italian Consulate, and has since, it is under-  
stood, filed a petition there asking that an  
examination into his professional conduct be  
made. Such a step on the part of Mr. Musso  
was to be anticipated, as the action of Judge  
Wilby must have of necessity a considerable  
influence upon his standing as a barrister.  
There is every reason to believe that Mr.  
Musso's petition will be granted and that the  
Italian Consul will conduct an enquiry, dealing  
naturally with the grounds upon which Judge  
Wilby has withdrawn his permission to practice.  
The enquiry is expected to be held in public,  
and evidence of a more than interesting de-  
scription should be forthcoming.

## YOKOHAMA TO NEW YORK.

The Nippon Yusen Kaisha sent us a state-  
ment of the times occupied in transit from  
Yokohama to New York of ships which moved  
over the Great Northern Railway during  
April, May and June 1908:

Ship	Left Yokohama	Arrived Seattle	Left Seattle	Arrived Seattle	Left Seattle	Arrived Seattle
Yokohama	16 April	21	22	23	24	25
Kaga	1 May	21	22	23	24	25
Yokohama	13 May	18	19	20	21	22
Tosa Maru	14 May	20	21	22	23	24
Shinano	22 May	20	21	22	23	24
Tango	11 June	21	22	23	24	25
Yokohama	22 June	22	23	24	25	26

Average time per day 21 days, 7 hours.

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## THE DANISH CRISIS.

LONDON, September 14th.  
The Danish Cabinet has resigned.

FAILURE OF CHAMPAGNE  
VINTAGE.

LONDON, September 14th.  
The champagne vintage, which is  
such an important industry in France,  
has become a total failure.

GERMANY AND NAVAL RE-  
DUCTIONS.

LONDON, September 14th.  
Prince von Buelow says it is im-  
possible to call a halt in naval con-  
struction.

## MOROCCO.

LONDON, September 14th.  
Mulai Hafid promises to recognise  
the engagements into which his pre-  
decessor entered.

LANCASHIRE LABOUR  
TROUBLES.

LONDON, September 14th.  
The Lancashire mill operatives have  
refused the terms offered by the  
employers.

[SEUTER'S SERVICE.]

## THE KAISER IN ALSACE.

LONDON, September 12th.  
H. I. M. the Kaiser visited the Schlaucht  
mountain pass on the French frontier, but,  
owing to its late receipt, had to regretfully  
decline the invitation of the French authori-  
ties to cross the frontier to Hohenheim where  
a still more magnificent view is obtained.  
His Majesty thereafter motored through  
Alsace, receiving ovations from the in-  
habitants who greeted him with the pealing  
of bells and the strewing of flowers in his  
path.

Speaking at Colmar, His Majesty said that  
the warmth of his reception had touched  
his heart. "Alsace had undergone a visit-  
ation, but was now able to develop itself  
undisturbed, protected by the German  
Eagle, his standard which stood for the  
maintenance of peace."

[FROM THE MANILA "GADENews".]

## A SHIPPING DEAL.

San Francisco, September 9th.  
E. H. Harriman and his associates of the  
Union Pacific group have purchased the Oceanic  
Steamship Company.

## DESTRUCTIVE FOREST FIRES.

Washington, September 9th.  
The forest fires in Minnesota have now swept  
over an area larger than the whole of  
the United States.

ATTEMPTED ASSASSINATION OF  
PRESIDENT ROOSEVELT.

Washington, September 8th.  
An attempt to assassinate the President was  
made by a crank at Sagamore Hill on Saturday,  
the details of which have just been made public.  
The attempt occurred late in the afternoon.  
The President was riding on his horse, Sagamore  
Hill, and was accompanied by his wife, Mrs.  
Theodore Roosevelt, and his daughter, Alice.  
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Hill, and was accompanied by his wife, Mrs.  
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Hill, and was accompanied by his wife, Mrs.  
Theodore Roosevelt, and his daughter, Alice.

## LABOUR LEGISLATION IN AMERICA.

Washington, September 10.  
Speaker Cannon has leaped into the limelight  
with a sensational speech regarding the pro-  
posed legislation to remove labor organizations  
from liability under the anti-trust laws. Mr.  
Cannon declared that he was unalterably  
opposed to class legislation of any sort. Legis-  
lation that would tend to make labor organi-  
zations not amenable to the law was class  
legislation of the most extreme type, in his  
mind. He declared that labor is a bugaboo  
and that its bark was a great deal worse than  
its bite.

## GIFT OF AN ISLAND.

Washington, September 9th.  
Mrs. Russell Sage has purchased Constitution  
Island, on the Hudson, from the estate to which  
it belonged and has presented the island to the  
United States Government to be included in  
the reservation at West Point. The island is  
a small rock formation in the Hudson just  
opposite West Point. The Government has  
wanted to control the place for some time past.

## CHOLERA IN THE PHILIPPINES.

Down to the 9th inst. 15,917 cases of  
cholera, and 10,141 deaths have been reported  
in the Philippines since the first of January.  
This is exclusive of the city of Manila which  
fortunately has had very few cases. From the  
provinces about 250 cases a day continue to be  
reported.

## SUPREME COURT.

Monday, 14th September.

## IN SUMMARY JURISDICTION.

BEFORE MR. H. H. J. GONFRETZ (ACTING  
PUISSIE JUDGE).

A CLUB'S DIFFICULTIES.  
A case which had formerly been the subject  
of police court proceedings was heard in which  
the Hang Yuen Club sued Fow Tak Tai, a  
comprodero on a coasting steamer, for the  
return of three blackwood tables and eight  
chairs valued at \$68. Mr. E. Harding appeared  
for the plaintiffs and Mr. W. J. Daniel, from  
the office of Messrs. Johnson, Stokes and  
Master, appeared for the defendant.

The case for the plaintiff as presented by Mr.  
Harding was that, the club being a year ago in  
financial difficulties, the defendant advanced the  
sum of \$70 in two lots and received a pledge on  
part of the furniture. In August of this year  
he became tired of his connection with the club  
and went up there one day and took away the  
three tables and eight chairs which were the  
subject of the claim. He had no right to the  
furniture as at that time the club did not owe  
him anything like \$70. He had paid no  
subscriptions for two months. While he might  
have had some moral right to the furniture he  
had no legal right.

The manager of the club said that  
the club only owed defendant \$17.18. At the  
Police Court defendant said he was not a  
member of the club and witness had treated  
him as such since. Witness spoke to the tables  
and chairs being removed from the club one  
day last month.

## MARINE MAGISTRATE'S COURT.

Monday, September 14th.

BEFORE HON. COMMANDER BASIL R. N.  
TAYLOR, R.N. (MARINE MAGISTRATE).IN HABEAS CORPUS WITHOUT  
PERMISSION.

The owners of fifteen native craft were  
proceeded against for remaining in the harbour  
of refuge at Causeway Bay without the special  
permission in writing of the harbour master.  
With the exception of one, all the defendants  
pleaded guilty. The exception told the Court  
that he was told by someone, at Kennedy's  
stables to go there to embark horses, but admit-  
ted that he did not embark any.

In each case his Worship imposed a fine of  
\$3, in default, ten days imprisonment.

## IONGKED A POLICE CALL.

Inspector Sergeant Sutton presented Lan Ping,  
master of the unlicensed steam launch "Miko",  
for failing to stop when called to do so by a  
police officer.

Prosecutor stated that on the afternoon of the  
11th he saw defendant's launch crossing  
from Hongkong to Yau-mai. He blew his whistle  
four times, but no notice was taken. Witness  
saw a man from aft go to the man at the  
wheel, and afterwards to the engine room.  
Then the "Miko" increased speed, and was  
sent at full speed to Yau-mai. The Sergeant  
boarded her five minutes later and found the  
defendant on board.

Defendant told the Court he did not hear  
the whistle.

His Lordship imposed a fine of \$15, the  
alternative being five weeks' imprisonment.

## CORRESPONDENCE.

## THE FERRY SERVICE.

TO THE EDITOR OF THE "DAILY PRESS."  
Sir,—Can you spare me some few lines in  
your esteemed paper to air a grievance with  
regard to the "Star Ferry" whose apparently  
trying to make up for the loss on subsidiary  
lines by reducing the speed of the ferries!

Until a very few months ago, it generally  
took seven, sometimes eight minutes to cross—  
now it takes nine and ten. Yes, I might even  
say ten and nine.

I want to appear at my office at a certain  
time (to the minute) and the ferry, in former  
days, brought me to the Hongkong-shed three  
(or two) minutes before my duty commenced,  
and when I hurried, I was just where I ought  
to be, at the right time. Now I am always late  
if I take the same ferry, and that is what is  
annoying me. Way should I suffer because of  
the "base" money? I don't pay with ten-cent  
pieces, but always with notes.

I even sometimes let the ticket-seller change  
a dollar-note for me into ten Chinese (always  
Chinese) ten-cent pieces. So I say again:  
Why come down upon me in this way?

If the Company is against an accelerated  
service generally it might just give way with  
regard to the time-time ferries. It really is  
so difficult to dispose of one's time in fifteen  
minutes. Enclosing my card, I am etc.,

TEMPER FUGIT.

## WEATHER REPORT.

On the 14th at 11.55 a.m.—The barometer  
has fallen over N.E. Japan, the depression  
remaining still to the West of Hakekade.  
Pressure has increased considerably over S.  
Japan and the Bonins, and a slight rise has  
been observed also over S. China and the  
Philippines.  
It is in sight to moderate excess of the  
normal over the China coast, the Loochoos and  
the Philippines.  
Gradients continue slight and light variable  
winds may be expected in the Formosa Channel  
and the coast of the China Sea.  
Heavy rain for the 24 hours ending at  
10 a.m. to-day,







## NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be sent to the Daily Press only, and special business matters to the Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

## NEW ADVERTISEMENTS

## VICTORIA RECREATION CLUB.

## NOTICE

THE ANNUAL GENERAL MEETING of Members will be held in the Gymnasium on WEDNESDAY, the 23rd September, at 5.15 p.m., for the purpose of considering and passing the Annual Report and Statement of Account for 1907.

FRANK LAMBERT, Hon. Secretary.

Hongkong, 15th September, 1908. 1294

For SHANGHAI, YOKOHAMA, KOBÉ AND MOJI.

## THE Steamship

"GREGORY APCAR," Captain S. H. Belton, will be despatched for the above Ports on TUESDAY, the 22nd inst., at Noon.

This Steamship has superior accommodation for passengers and is installed throughout with Electric Light and carries a duly certified Doctor.

For Freight or Passage apply to DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 15th September, 1908. 1295

S.S. "VILLE DE LA CIOTAT"

## COMPAGNIES DES MESSAGERIES MARITIMES

## NOTICE

CONSIGNEES of Cargo from London ex s.s. "Cordouan" and "Charente" from Bordeaux ex s.s. "Ville de Brest" in connection with above Steamers are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Monday, the 21st Sept., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 21st Sept., or they will not be recognized. All damaged packages will be examined on Monday, the 21st Sept., at 3 p.m.

No Fire Insurance has been effected.

P. NALIN, Acting Agent.

Hongkong, 14th September, 1908. 1292

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUEZ, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

## THE Company's Steamship

"AUSTRIA," having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

This Steamship brings Cargo from Venice ex s.s. "Metzovich," transhipped at Trieste.

Trieste ex s.s. "Peraia," transhipped at Bombay.

Optional Cargo will be discharged here unless notice to the contrary is given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon on the 21st inst., or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st inst. will be subject to rent.

Bills of Lading will be countersigned by SANDER, WILKES & Co.,

Hongkong, 14th September, 1908. 1293

## THE HONGKONG WEEKLY PRESS and CHINA OVERLAND TRADE REPORT

is now ready and contains:

Epitome of the Week's News.

Leading Articles:

Flour Milling in the Far East.

The Opium Trade in South China.

America and Hawaii.

The Hongkong University Project.

The University Project.

The Thibetan Indemnity.

Random Reflections.

The French Convent in Hongkong.

The Recent Typhoon at Canton.

Public Companies:

United Asbestos Oriental Agency, Ltd.

The Hongkong Hotel Co., Ltd.

The Douglas Steamship Co., Ltd.

The Hongkong Cotton Spinning, Weaving and Dyeing Co., Ltd.

The Decline in Trade.

Macao.

The Promenade Concert.

Launch at Kowloon Docks.

The Hon. Mr. Wei Yuk, C.M.G.

Hongkong University.

St. Andrew's Society.

Improvements at Macao.

New Industries near Hongkong.

Wireless Telegraphy in Kwangtung.

Railway in Kwangtung.

The "Entente Cordiale" at Canton.

Notes from the North.

The Loss of the "Dunearn."

The Origin of "Pigeon English."

Canton.

Supreme Court.

Compensation.

The Bishop Hoare Memorial.

Hongkong.

Commercial.

Shipping.

Extra copies 30 cents each, Cash.

Copies can be posted from the Office to addresses sent; including postage 34 cents each, or \$1 Cash for three copies.

Subscription: \$12 per annum, payable in advance; postage 22.

Hongkong, 15th September, 1908.

## INTIMATIONS

## WANTED.

A POSITION of Trust in a First Class Hotel. The advertiser is a fluent linguist, speaking French, English, German, Italian, Spanish and Russian, and would be useful for introducing provisions and ships stores to ships in harbour. Excellent references as to character, etc.

Apply—Care of "Daily Press" Office.

Hongkong, 5th September, 1908. 1286

## WANTED.

A FURNISHED HOUSE on the Peak or Lower Levels from December, 1908 to March 1909, or longer.

Apply—Care of "Daily Press Office."

Hongkong, 2nd September, 1908. 1255

## HONGKONG CLUB.

## NOTICE.

THE FOURTEENTH HALF-YEARLY DRAWING of Sixty-five Debentures (1896) of the Hongkong Club, payable on WEDNESDAY, the 30th September, 1908, will be held at the Hongkong Club House at 11 o'clock a.m. on SATURDAY, the 19th September, 1908.

Bearers of Debentures are invited to attend the Drawing.

By Order, JAMES CRAIK, Acting Secretary.

Hongkong, 3rd September, 1908. 1258

DOUGLAS STEAMSHIP CO., LIMITED.

THE ORDINARY GENERAL MEETING of Shareholders in the above Company will be held at the Company's Office, on SATURDAY, the 19th September, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 30th June, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 19th September, both days inclusive.

DOUGLAS, LAIRA & CO., General Managers.

Hongkong, 2nd September, 1908. 1257

HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING of the above Society will be held in the City Hall, on FRIDAY, the 25th inst., at 5.30 p.m., for the purpose of receiving the Annual Report and Statement of Accounts for the year ending 31st August; of Electing Officers-bearers for the ensuing year, &c.

DAVID WOOD, Acting Hon. Secretary.

Hongkong, 3rd September, 1908. 1259

FOR SALE AT THE BEGINNING OF 1909.

A COMPLETE PLANT of SUGAR MACHINERY Capable of Dealing with 2,200 Gallons Juice per hour, comprising:

1. Three Roller-Mill—36" by 72" with Hydraulic on back roll and having Cane and Mosses carriers complete.

Horizontal Single Cylinder Engine 48" by 28" and Cast Steel Gearing.

1 Triple Effect of 2,500 square feet heating surface with Vacuum Pump equal to double the requirements to take a Vacuum Pan, if necessary.

1 Juice Heater of 800 square feet heating surface.

8 Clarifiers of 600 Gallons each on platform supported by U.I. Columns.

4 Filter Presses 25 inches square with 31 Chambers each.

2 Eliminators with Copper Coils &c.

The above as supplied by Messrs. McOnie Harvey (The Harvey Engineering Co.) Glasgow in 1901.

8 Oil Jacketed Open Boiling Pans (Mullers Patent) for making Muscovado &c. Concrete Sugar without Molasses residue.

2 Sterilizing Boilers working at a pressure of 150 lbs. per square inch, with one circular furnace, and fan for induced draught, heating surface each 3,610 square feet, grate surface 95 square feet.

1 Overhead Crane for Mill and Engine equal to a lift of 15 tons.

1 Electric Lighting Plant.

Factory Building 108 feet long and 90 feet wide in two spans of steel girder columns with corrugated galvanized iron roof and ends.

The Plant works with molasses fuel alone except for raising Steam.

The Factory can be seen at work on Nova Scotia Estate, Puck, Federated Malay States, at any time during the next five months after which time Cane Cultivation is to be stopped as the Estate has been planted throughout with Rubber.

The Removal of the Factory and Machinery can be done by the Sellers who will, if so desired, arrange to supervise re-erection, in which case a guarantee of working will be given.

Apply to—THE STRAITS SUGAR CO., LD., 27, Austin Friars, London, E.C.

or to JOHN TURNER, Penang, Straits Settlements.

Hongkong, 27th August, 1908. 1281

THE TRADE MARKS ORDINANCE 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that THOMAS DE LA RUE and COMPANY, LIMITED, of 110, Bushill Row, in the City of London, England, Manufacturers, have on the 2nd day of July, 1908, applied for the registration in Hongkong in the Register of Trade Marks, of the following TRADE MARK:

ONOTO

in the name of THOMAS DE LA RUE and Co., Limited, who claim to be the Sole Proprietors thereof.

The Trade Mark has been used by the Applicant, in respect of the following Goods in Class 39, STATIONARY OF ALL KINDS including FOUNTAIN PENS.

A facsimile of the Trade Mark can be seen at the office of the Colonial Secretary at Hongkong.

Dated the 18th day of August, 1908.

DENNY & BOWLEY, Solicitors for the Applicants.

1192

## TO LET

## TO LET.

COAL YARD. Immediate Possession. A PORTION of the COMPOUND of Marine Lot, No. 42, Wharf, Praya East, facing the Sea, used for Storing Coal; formerly occupied by Messrs. CHIT CHONG & Co., Coal Merchants.

Apply to—N. MODY & CO., 54, 56, Queen's Road, Central. 1215

## TO LET.

ONE OFFICE ROOM, Third Floor, New Praya 2, opposite Murray Pier.

Apply to—SCHULDT & CO., 1918

Hongkong, 28th July, 1908.

## TO LET.

4 ROOMED HOUSES in Kowloon at Moderate Rentals.

Apply to—HUMPHREYS ESTATE AND FINANCE CO., LD., 1018

Hongkong, 15th August, 1908.

## TO LET.

DERINGTON, Peak Road, below L.R.C. Tennis Courts. From 1st September, &c. The Property is also FOR SALE.

For Particulars apply to—C. SCHROETER, Care of GARRER, ROBERTS & Co., King's Buildings, 3rd Floor. 1164

Hongkong, 8th August, 1908.

## TO LET.

THE ROOMS on the first floor of No. 34, QUEEN'S ROAD CENTRAL, (opposite the General Post Office). The Rooms are light, spacious and well ventilated. Very moderate rent. Immediate Possession.

Apply to—YEE SANG FAT & CO., Same address. 270

Hongkong, 28th January, 1907.

## TO LET.

FROM 1st MAY

KOWLOON MARINE LOT 48, Yau-mai, Area 35,000 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—HUMPHREYS ESTATE & FINANCE CO., LTD., 221

Hongkong, 18th January, 1908.

## TO LET.

A HOUSE in Wong Nai Chong Road. A HOUSE in RYAN TERRACE. No. 10, DES VUEX ROAD CENTRAL, 1st floor.

"HATFIELD" Conduit Road. OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 14B, Des Vaux Road next to the Hongkong Hotel.

FLATS in MONTGOMERY TERRACE.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., 86

Hongkong, 1st September, 1908.

## TO LET.

OFFICES in HOTEL MANSIONS. Cheap rental for monthly tenancy.

Apply to—HENRY HUMPHREYS, Alexandra Buildings. 785

Hongkong, 13th August, 1908.

## SHAMEN, CANTON.

ROOMS, TO LET, Suitable for Offices or Dwelling.

Apply to—POWELL GRANT, Canton, 31st August, 1908. 1241

## TO LET.

"GLENWOOD" Caine Road, suitable for a Boarding house or Club. Containing 25 Rooms.

2 BEACONSFIELD ARCADE, facing the Parade Ground.

G. M. S. PEAK BUNGALOW, Mount Kallet. Furnished. From 1st October, 1908 to 30th June 1909. Rent \$100 a month and taxes.

OFFICES in Bank Buildings, Top Floor. BEACONSFIELD ARCADE, First Office and Dwelling Rooms.

No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Goldbeck Macgregor).

OFFICES in Queen's Road Central. BELLIS TERRACE HOUSES, ROBINSON ROAD.

A GODOWN in Duddell Street. No. 3, DUDDELL STREET (Shop).

No. 2, DES VUEX VILLAS (Peak).

Apply to—LINDSEY & DAVIS, 3rd Floor, Alexandra Buildings. 89

Hongkong, 12th September, 1908.

## TO LET.

FIRST FLOOR of No. 6, Queen's Road, Central, comprising Six Large Rooms and Outhouses suitable for business Premises or Dwellings, lately occupied by Messrs. BORNHANN.

Apply to—DAVID SASSOON & Co. Ltd., Hongkong, 7th April, 1908. 96

## TO LET.

GODOWN, No. 6A, DUDDELL STREET.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., 823

Hongkong, 1st September, 1908.

## TO LET.

OFFICES in ALEXANDRA BUILDINGS.

Apply to—SECRETARY, A. S. Watson & Co. Limited, Hongkong, 23rd April, 1907. 91

## TO LET

## TO LET.

THE NEUK No. 84, The Peak, fully furnished, Garden and Tennis Court for immediate possession.

Apply to—PERCY SMITH & SETH, No. 5, Queen's Road Central. 1279

Hongkong, 9th September, 1908.

## TO LET.

DETACHED FURNISHED HOUSE for 6 Months or longer on ROBINSON ROAD with Tennis Court, 5 Rooms. Moderate rent to a suitable tenant.

One Room suitable for Office, Des Vaux Road, Central.

Apply to—FREDERICK ELLIS, Estate Agent, 84, Des Vaux Road Central. 1280

Hongkong, 9th September, 1908.

## STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 255 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE. Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 43,000 SQUARE FT. 99 YEARS' LEASE. For Particulars, apply—

GEO. FENWICK & Co., Ltd., Hongkong, 8th June, 1906. 184

## TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vaux Road Central (formerly occupied by Messrs. SHAW TOMES & Co.).

Apply to—THE COMPADORE DEPARTMENT, E. D. SASSOON & Co., Queen's Road Central. 947

Hongkong, 10th June, 1908.

## TO LET.

NO. 75, CAINE ROAD.

Apply to—SAM WANG CO. LTD., 81, Queen's Road Central. 90

Hongkong, 3rd September, 1908.

## TO LET.

A HOUSE in KNOTSFORD TERRACE KOWLOON.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 1st September, 1908. 185

## TO LET.

NO. 75, WYNDHAM STREET

Apply to—A. B. AVASIA, Care of E. Pabany, 1287

Hongkong, 5th September, 1908.

## TO LET.

NOS. 15, 17, 19 and 21, SEYMOUR ROAD.

Apply to—COMPADORE'S DEPARTMENT, Nippon Yusen Kaisha, Hongkong, 31st July, 1908. 183

## TO LET.

NOS. 1, 3 and 5, CRIMBY TERRACE, Kowloon, with Ground at rear for Recreation or Garden.

Apply to—SPANISH PROCURATION, 2, Seymour Road. 1264

Hongkong







## SHIPPING.

**ARRIVALS.**  
**AMIGO**, German str., 822, Frandsen, 14th Sept.  
 Hoilow 13th Sept., General—Jensen & Co.  
**AUSTRIA**, Austrian str., 2,371, G. Raichle, 14th  
 September—Trieste 27th July, & Singapore  
 8th Sept., General—Sander, Weller & Co.  
**AWA MARU**, Japanese str., 6,300, A. Keith,  
 14th September—Japan and Shanghai 11th  
 Sept., General—Japan and Shanghai 11th  
**CATHAY**, Danish str., 2,643, J. Thomsen, 14th  
 September—Mojji 8th September, General—  
 Melchers & Co.  
**KIANGPING**, Chinese str., 1,222, Brissander,  
 13th September—Chinkiang 8th Sept.,  
 General—Chinese.  
**LINDHURST**, British 4-masted barque, 2,124,  
 Parnell, 14th September—Bangkok 25th  
 August, Case Oil—Standard Oil Co.  
**QUANTA**, German str., 1,852, H. Madsen, 14th  
 September—Amoy 13th Sept., General—  
 Sander, Weller & Co.  
**RAJAH**, German str., 2,200, R. Petersen, 14th  
 Sept.—Bangkok and Kousibong 7th Sept.,  
 Wood, Salt, Rice and Meat—Butterfield &  
 Swire.  
**TOONAN**, Chinese str., 1,416, W. Fessier,  
 14th September—Bangkok 10th Sept.,  
 General—Butterfield & Swire.  
**YUNNAN**, British str., 1,123, P. H. Rolfe, 14th  
 September—Maula 11th Sept., General—  
 Jardine, Matheson & Co.

**CLEARANCES**  
**At THE HARBOR MASTER'S OFFICE.**  
 14th September.  
 Australian, French str., for Europe, &c.  
 Kiangping, Chinese str., for Canton.  
 Yungchow, British str., for Canton.

**DEPARTURES.**  
 14th September.  
 CHIUEN, Chinese str., for Canton.  
 LOOSK, German str., for Bangkok.  
 TOONAN, Chinese str., for Amoy.  
 VILLERIEUX, French str., for Shanghai.

**VESSELS IN DOCK.**  
 September 14th.  
**ABERNETHY DOCKS.**—Johanne.  
**KOWLOON DOCKS.**—Chongson, H.M.S.  
 Whiting, U.S.S. Albatross, U.S.N. Montezuma,  
 Kiang Tai, Hupeh, Hailan, St. Zhou, Hlene.  
**COMMERCIAL DOCKS.**—Pocahontas, Kaga  
 Maru.

## VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY &amp; FOOCHEW.

## THE Company's Steamship

**"HAIMUN."**  
 Captain J. W. Evans, will be despatched for the  
 above ports TO-DAY, the 15th inst., at 2 p.m.  
 A reduction of 20 per cent. on First Class  
 Fares to Foochow, will be made during the  
 Month of September.  
 For Freight or Passage, apply to  
**DOUGLAS LAPEAK & Co.,**  
 General Managers.  
 Hongkong, 12th September, 1908. 1289



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

## THE Company's Steamship

**"AUSTRIA."**  
 Captain Raichle, will leave for the above  
 places on TO-DAY, the 15th inst., at 2 p.m.  
 This Steamer has special accommodation  
 for passengers, electric light, and carries a  
 doctor and stewardess.  
 For Freight or Passage, apply to  
**SANDER, WIELER & Co.,**  
 Agents.  
 Hongkong, 9th September, 1908. 3

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

## THE Steamship

**"MALTA."**  
 Captain H. Powell, carrying His  
 Majesty's Mails, will be despatched from  
 this for Colombo, Marseilles and London on  
 SATURDAY the 19th September at Noon,  
 taking passengers and cargo for the above port  
 in connection with the Company's s.s.  
 "INDIA," 8,000 tons, from Colombo, passengers  
 accommodation in which vessel is secured  
 before departure from Hongkong.

Silk and Valerian, all cargo for France and  
 Italy for London (under arrangement) will be  
 transhipped at Colombo into the mail steamer  
 proceeding to Marseilles and London, other  
 cargo for London, &c., will be conveyed  
 direct by the R.M.S. "MALTA," due in  
 London on the 26th October, 1908.  
 Parcels will be received at this Office until  
 4 p.m. the day before sailing. The contents  
 and value of all packages are required.  
 For further particulars, apply to  
 J. ABBOTT,  
 Acting Superintendent.  
 Hongkong, 9th September, 1908.



HONGKONG-NEW YORK AND BOSTON.

AMERICAN ASIATIC STEAMSHIP CO.

For New York and Boston via Ports  
 and Suez Canal  
 (with liberty to call at the Malabar Coast).  
 SS. "INDRAMAYO" On 21st Sept., 5 p.m.  
 For Freight and Further Information,  
 Apply to—  
**SHEWAN, TOMES & Co.,**  
 General Agents.  
 Hongkong, 5th September, 1908. 1271

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON &c. via USUAL PORTS OF CALL.	MALTA	Brit. str.	—	H. Powell	P. & O. S. N. Co.	On 19th inst., at Noon.
ALEXANDRIA, ANTWERP & HAMBURG &c.	SPERZA	Ger. str.	k.w.	Kolbe	HAMBURG-AMERICA LINE	About 28th inst.
HAVRE & HAMBURG via STRAITS, &c.	AMERICA	Ger. str.	k.w.	Deinst	HAMBURG-AMERICA LINE	On 20th inst.
HAVRE & HAMBURG via STRAITS, &c.	BRASLIA	Ger. str.	k.w.	Schlinghammer	HAMBURG-AMERICA LINE	On 4th October.
HAVRE & HAMBURG via STRAITS, &c.	STASIA	Ger. str.	k.w.	Hildebrandt	HAMBURG-AMERICA LINE	On 18th October.
MARSEILLES, &c. via PORTS OF CALL.	AUSTRALIAN	Ger. str.	k.w.	Verron	MESSAGERIES MARITIMES	On 31st October.
MARSEILLES, &c. via PORTS OF CALL.	AWA MARU	Jap. str.	—	A. Keith	NIPPON YUSEN KAISHA	To-day, at 1 p.m.
MARSEILLES, &c. via PORTS OF CALL.	CATHAY	Dan. str.	—	C. H. Butler	MELCHERS & Co.	To-morrow, at Daylight.
MARSEILLES, &c. via PORTS OF CALL.	TAMBA MARU	Jap. str.	—	E. Malchow	NIPPON YUSEN KAISHA	On 30th inst., at Night.
MARSEILLES, &c. via PORTS OF CALL.	R. E. FRIEDRICH	Ger. str.	—	B. Bednatz	MELCHERS & Co.	On 23rd inst., at Noon.
TRIESTE, &c. via SINGAPORE, &c.	VORWARTS	Am. str.	—	Karberg	SANDER, WIELER & Co.	About 25th inst.
NEW YORK & BOSTON via PORTS & SUEZ CANAL	INDRAMAYO	Am. str.	—	W. Ross	SHEWAN, TOMES & Co.	On 21st inst., at 5 p.m.
NEW YORK	VANDALIA	Ger. str.	k.w.	—	HAMBURG-AMERICA LINE	On 25th inst.
NEW YORK	SHIMOGA	Brit. str.	—	—	DODWELL & Co., Ltd.	On 10th October.
SAN FRANCISCO	EMPEROR OF CHINA	Brit. str.	2 m.	—	STANDARD OIL CO.	About 30th inst.
TANCOUVA via SHANGHAI JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 30th inst., at 4 p.m.
VANCOUVER via SHANGHAI JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 30th inst., at Noon.
VICTORIA, B.C. & SEATTLE, WASH., &c.	KAGA MARU	Jap. str.	1 m.	G. S. Lapok	NIPPON YUSEN KAISHA	On 17th inst., p.m.
VICTORIA, B.C. & SEATTLE, WASH., &c.	INVERIC	Brit. str.	—	—	DODWELL & Co., Ltd.	On 23rd inst.
AUSTRALIAN PORTS via TIMOR PORT DARWIN	TOSU MARU	Jap. str.	—	J. Nagao	NIPPON YUSEN KAISHA	On 28th inst., at 4 p.m.
AUSTRALIAN PORTS via MANILA	ALDENHAM	Brit. str.	—	St. John George	GIBB, LIVINGSTON & Co.	On 19th inst., at Noon.
AUSTRALIAN PORTS via MANILA	NIKKO MARU	Jap. str.	—	T. Harrison	NIPPON YUSEN KAISHA	On 2nd Oct., at Noon.
AUSTRALIAN PORTS via MANILA	PRINZ WALDEMAR	Ger. str.	—	W. von Senden	MELCHERS & Co.	On 8th Oct., at Noon.
AUSTRALIAN PORTS via MANILA	TAIYUAN	Brit. str.	1 m.	L. Dawson	BUTTERFIELD & SWIRE	On 10th Oct., at 4 p.m.
AUSTRALIAN PORTS via MANILA	KUMANO MARU	Jap. str.	—	W. Matheson	NIPPON YUSEN KAISHA	On 30th inst., at Noon.
YOKOHAMA AND KOBE	PRINZ WALDEMAR	Ger. str.	—	W. von Senden	MELCHERS & Co.	About 18th inst.
YOKOHAMA AND KOBE	HITACHI MARU	Jap. str.	—	F. B. Cope	NIPPON YUSEN KAISHA	On 18th inst.
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	—	N. Matheson	NIPPON YUSEN KAISHA	On 24th inst., at Noon.
JAPAN	TAIYUAN	Brit. str.	—	Pander	JAVA-CHINA-JAPAN LINE	Quick despatch.
CHONGWANGTAO, JAPAN, AMERICA, &c.	OVERSEAS	Freem. str.	—	F. Mooney	P. NALIN	On 17th inst.
TIENTSIN via SWATOW, TSINGTAU, WEIHAIWEI, &c.	CHIPPING	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & Co., Ltd.	On 18th inst., at 4 p.m.
SHANGHAI & NINGPO	KWONGSANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon.
SHANGHAI, YOKOHAMA & KOBE	TEANQUEBAR	Dan. str.	—	H. A. Wall	MELCHERS & Co.	To-day.
SHANGHAI	KIVIAH	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
SHANGHAI via SWATOW	CHONGHANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
SHANGHAI, YOKOHAMA & KOBE	SHENBA	Ger. str.	k.w.	Hildebrandt	HAMBURG-AMERICA LINE	To-morrow.
SHANGHAI, YOKOHAMA & KOBE	SHENBA	Ger. str.	k.w.	—	SANDER, WIELER & Co.	To-morrow, p.m.
SHANGHAI, YOKOHAMA & KOBE	SHENBA	Ger. str.	k.w.	—	P. & O. S. N. Co.	About 17th inst.
SHANGHAI via SWATOW, AMOY & FOOCHEW	CHONGHANG	Brit. str.	—	A. L. Valentini	NIPPON YUSEN KAISHA	On 18th inst., at 9 a.m.
SHANGHAI & KOBE	CHONGHANG	Brit. str.	—	T. Suruga	NIPPON YUSEN KAISHA	On 22nd inst., at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YOKOHAMA MARU	Jap. str.	—	K. Sato	NIPPON YUSEN KAISHA	About 23rd inst.
SHANGHAI, YOKOHAMA, KOBE & YOKOHAMA	GREGORY APCAR	Ger. str.	—	S. H. Belsan	DAVID SASSON & Co., Ltd.	On 25th inst.
SHANGHAI, YOKOHAMA, KOBE & YOKOHAMA	ZIETEN	Ger. str.	—	F. Proesch	MELCHERS & Co.	About 26th inst.
SHANGHAI, YOKOHAMA, KOBE & YOKOHAMA	SUEVIA	Ger. str.	k.w.	Salmer	HAMBURG-AMERICA LINE	On 28th inst., p.m.
SHANGHAI, YOKOHAMA, KOBE & YOKOHAMA	SUEVIA	Ger. str.	k.w.	—	P. & O. S. N. Co.	About 26th inst.
SHANGHAI, YOKOHAMA, KOBE & YOKOHAMA	SUEVIA	Ger. str.	k.w.	—	MESSAGERIES MARITIMES	On 28th inst., p.m.
SHANGHAI, YOKOHAMA, KOBE & YOKOHAMA	SUEVIA	Ger. str.	k.w.	—	JARDINE, MATHESON & Co., Ltd.	On 2nd Oct., at Noon.
SHANGHAI, YOKOHAMA, KOBE & YOKOHAMA	SUEVIA	Ger. str.	k.w.	—	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
SHANGHAI, YOKOHAMA, KOBE & YOKOHAMA	SUEVIA	Ger. str.	k.w.	—	JARDINE, MATHESON & Co., Ltd.	On 17th inst., at 4 p.m.
SHANGHAI, YOKOHAMA, KOBE & YOKOHAMA	SUEVIA	Ger. str.	k.w.	—	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 2 p.m.
SHANGHAI, YOKOHAMA, KOBE & YOKOHAMA	SUEVIA	Ger. str.	k.w.	—	JARDINE, MATHESON & Co., Ltd.	On 30th inst., at 10 a.m.
SHANGHAI, YOKOHAMA, KOBE & YOKOHAMA	SUEVIA	Ger. str.	k.w.	—	JARDINE, MATHESON & Co., Ltd.	To-day, at 2 p.m.
SHANGHAI, YOKOHAMA, KOBE & YOKOHAMA	SUEVIA	Ger. str.	k.w.	—	JARDINE, MATHESON & Co., Ltd.	On 18th inst., at 10 a.m.
SHANGHAI, YOKOHAMA, KOBE & YOKOHAMA	SUEVIA	Ger. str.	k.w.	—	JARDINE, MATHESON & Co., Ltd.	To-day, at 4 p.m.
SHANGHAI, YOKOHAMA, KOBE & YOKOHAMA	SUEVIA	Ger. str.	k.w.	—	JARDINE, MATHESON & Co., Ltd.	On 18th inst., at 4 p.m.
SHANGHAI, YOKOHAMA, KOBE & YOKOHAMA	SUEVIA	Ger. str.	k.w.	—	JARDINE, MATHESON & Co., Ltd.	On 25th inst., at Noon.
SHANGHAI, YOKOHAMA, KOBE & YOKOHAMA	SUEVIA	Ger. str.	k.w.	—	JARDINE, MATHESON & Co., Ltd.	On 26th inst., at Noon.
SHANGHAI, YOKOHAMA, KOBE & YOKOHAMA	SUEVIA	Ger. str.	k.w.	—	JARDINE, MATHESON & Co., Ltd.	On 17th inst., at 4 p.m.
SHANGHAI, YOKOHAMA, KOBE & YOKOHAMA	SUEVIA	Ger. str.	k.w.	—	JARDINE, MATHESON & Co., Ltd.	On 17th inst., at 1 p.m.
SHANGHAI, YOKOHAMA, KOBE & YOKOHAMA	SUEVIA	Ger. str.	k.w.	—	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon.
SHANGHAI, YOKOHAMA, KOBE & YOKOHAMA	SUEVIA	Ger. str.	k.w.	—	JARDINE, MATHESON & Co., Ltd.	Quick despatch.

## NORTHERN PACIFIC LINE.

CONNECTING AT TACOMA WITH  
 NORTHERN PACIFIC RAILWAY COMPANY.

Taking Cargo on through Bills of Lading to all Overland Common Points in the  
 United States of America and Canada and also for the Principal Ports in Mexico  
 and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR  
**VICTORIA, B.C. AND TACOMA**

via  
**KEELUNG, MOJI, KOBE, YOKKAICHI, SHIMIDZU, AND  
 YOKOHAMA.**

Steamers.	Tons.	Captain.	Sailing Date.
INVERIC	4,789	Boyd	On 22nd September.

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

**DODWELL & CO., LIMITED,**  
 GENERAL AGENTS,  
 QUEEN'S BUILDING.  
 Hongkong, 15th September, 1908.

## MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE

via SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN

via SHANGHAI.

FOR	STEAMERS	TO SAIL.
MARSEILLES, via PORTS	"AUSTRALIAN"	On 15th Sept., 1 p.m.
SHANGHAI, KOBE & YOKOHAMA	"CALEDONIE"	On 28th Sept., p.m.
MARSEILLES, via PORTS	"ERNEST SIMONS"	On 29th Sept., 1 p.m.
SHANGHAI, KOBE & YOKOHAMA	"POLYNESIE"	On 12th Oct., p.m.
MARSEILLES, via PORTS	"VILLE DE LA GUYON"	On 15th Oct., 1 p.m.

Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Fort Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from 27 10s. up to 27 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

**P. NALIN, ACTING AGENT,**  
 Queen's Building.  
 Hongkong, 14th September, 1908.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days  
 across the Pacific to the "EMPEROR LINE." Every 5 to 10 days Ocean Travel.  
 12 DAYS YOKOHAMA to VANCOUVER.  
 21 DAYS HONGKONG to VANCOUVER.

R.M.S.	Tons.	(Subject to Alteration).	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPEROR OF CHINA"	6,000	...	SATURDAY, 26th Sept.	17th Oct.
"MONTEAGLE"	6,163	...	SATURDAY, 3rd Oct.	24th Oct.
"EMPEROR OF INDIA"	6,000	...	SATURDAY, 17th Oct.	7th Nov.
"EMPEROR OF JAPAN"	6,000	...	SATURDAY, 7th Nov.	28th Nov.
"EMPEROR OF CHINA"	6,000	...	SATURDAY, 28th Nov.	19th Dec.
"MONTEAGLE"	6,163	...	SATURDAY, 12th Dec.	5th Jan. 09

\* S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.  
 S.S. "EMPEROR" Steamers will depart from HONGKONG at 4 p.m.  
 S.S. "MONTEAGLE" "LENNOX" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at  
 SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,  
 YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail  
 Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPEROR" Steamships,  
 14,500 tons register, thus providing a comfortable and speedy through route to Europe.  
 Hongkong to London, 1st Class, ... via Canadian Atlantic Ports or New York 27 10s.  
 Intermediate or Steamers ... 240, " 242.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing  
 the American Continent by Canadian, Pacific direct Line.  
 S.S. "MONTEAGLE" carries 1st class Passengers only, at Intermediate rates  
 affording superior accommodation for that class.  
 Passengers booked through to all ports and AROUND THE WORLD.  
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval  
 Military, Diplomatic, and Civil Services, and to European Officials in the Service of China  
 and Japan Governments.  
 For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

**D. W. CHADDOCK, General Traffic Agent for China,**  
 Corner Pedder Street and Praya, opposite Blake Pier.

## NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL.
YOKOHAMA & KOBE	"PRINZ WALDEMAR"	About Friday, 18th September.
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"PRINZ EITEL FRIEDRICH"	Wednesday, 23rd Sept., at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"ZIETEN"	About Wed'day 23rd September.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR"	Thursday, 8th Oct., at Noon.
KUDAT & SANDAKAN	"BORNEO"	Middle of October.

For further Particulars, apply to

**UTSCHER & CO., LTD.**  
 GENERAL AGENTS, HONGKONG & CHINA.  
 Hongkong, 12th September, 1908.

## VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

For SYDNEY and MELBOURNE,  
 Calling at TIMOR, PORT DARWIN, and  
 QUEENSLAND PORTS, and taking through  
 Cargo to ADELAIDE, NEW ZEALAND,  
 TASMANIA, &c.

## THE Steamship

**"ALDENHAM."**  
 Captain St. John George, will be despatched as  
 above on SATURDAY, 19th inst., at Noon.

This well-known Steamer is specially fitted  
 for Passengers, and has a Refrigerating Chamber,  
 which ensures the supply of Fresh Provi-  
 sions, Ice, &c., throughout the voyage.  
 This Steamer is installed throughout with  
 the Electric Light.  
 A Stewardess and a duly qualified Surgeon  
 are carried.  
 N.B.—To assure the additional comfort of  
 passengers the steamers of the Company have  
 electric fans fitted in staterooms.  
 For Freight or Passage, apply to  
**GIBB, LIVINGSTON & Co.,**  
 Agents.  
 Hongkong, 14th September, 1908. 1282

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.

Taking Cargo at through rates to the Brazils to Rio de Janeiro, Santos, Bahia, Pernambuco and Arica.

## THE Company's Steamship

**"VORWARTS."**  
 Capt. Bednatz, will be despatched as above  
 on or about the 25th September.

This steamer has splendid accommodation for  
 passengers, electric light and carries a doctor.  
 For information as to Passage and Freight  
 apply to  
**SANDER, WIELER & Co.,**  
 Agents.  
 Hongkong, 29th August, 1908. 3

## FOR SAN FRANCISCO.

## THE Steamship

**"DAKOTAH."**  
 Capt. W. Ross, will be despatched as above on  
 or about 30th September, 1908.



# PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI, MOJI and ORIENTAL	Capt. A. L. Valentini	About 17th Sept.	Freight and Passage.
LONDON VIA USUAL PORTS MALTA	Capt. H. Powell	Noon, 19th Sept.	See Special Advertisement.
SHANGHAI, MOJI, KOBÉ, SUMATRA and YOKOHAMA	Capt. E. W. Bruce	About 26th Sept.	Freight and Passage.

For further Particulars, apply to

F. J. ABBOTT,  
Acting Superintendent.

Hongkong, 15th September, 1908.

# CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SAMARANG and SOERABAYA	"LAMINGTON" .....	On 15th Sept. Noon.
SHANGHAI	"KIUKIANG" .....	On 15th Sept. 4 P.M.
MANILA	"TAMING" .....	On 15th Sept. 4 P.M.
NINGPO and SHANGHAI	"YINGHOW" .....	On 17th Sept. 4 P.M.
CEBU and ILOILO	"KALFONG" .....	On 17th Sept. 4 P.M.
HUIHOW and HAIPHONG	"SINGAN" .....	On 18th Sept. 10 A.M.
MANILA ZAMBOANGA, THREE DAY ISLAND, COOKTOWN, CAIRNS, POWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"TAIYUAN" .....	On 10th Oct. 4 P.M.

MANILA STEAMERS &amp; TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout, and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout, and Electric Fans in the Staterooms. A daily qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports. REDUCTION SALOON FARES, SINGLE AND RETURN, TO MANILA AND TELEPHONE 36, AUSTRALIAN PORTS.

For Freight or Passage, apply to—  
Hongkong, 15th September, 1908.BUTTERFIELD & SWIRE,  
AGENTS.

# OSAKA SHOSHEN KAISHA

REGULAR STEAMSHIP SERVICE BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
ANPING VIA SWATOW "SHOSHU MARU"	Capt. Ijichi	WED'DAY, 16th Sept., at 2 P.M.
AMOI & TAKAO "KIUKIANG"	Capt. Ijichi	FRIDAY, 18th Sept., at 9 A.M.
SHANGHAI VIA SWATOW, "CHOSHUN MARU"	Capt. T. S. SUGA	SUNDAY, 20th Sept., at 10 A.M.
AMOI & FOOCHOW "JOSHIN MARU"	Capt. Y. KAWAKI	SUNDAY, 20th Sept., at 10 A.M.

A Reduction of 20 Per Cent. will be made on First and Second Class Fares to Foochow, until further Notice.

These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Ample Ungrated Table.

Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1 Queen's Buildings.

Hongkong, 15th September, 1908.

T. ARIMA, Manager.

# HAMBURG-AMERIKA LINIE HAMBURG.

## EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via STRAITS and COLOMBO,  
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

## NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, YOKOHAMA & KOBÉ: S.S. AMBRIA .....	FOR HAVRE & HAMBURG: S.S. AMBRIA .....
FOR SHANGHAI, YOKOHAMA & KOBÉ: S.S. SUEVIA .....	FOR ALEXANDRIA, ANTWERP & HAMBURG: S.S. SUEVIA .....
FOR SHANGHAI, YOKOHAMA & KOBÉ: S.S. SENEAMBIA .....	FOR HAVRE & HAMBURG: S.S. SENEAMBIA .....
FOR SHANGHAI, YOKOHAMA & KOBÉ: S.S. BELGAVIA .....	FOR HAVRE & HAMBURG: S.S. BELGAVIA .....

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

# INDO-CHINA S. NAV. CO., LD.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI & NINGPO	"KWONGSANG" .....	Tuesday, 15th Sept. Noon.
SINGAPORE, PENANG & CALCUTTA "FOOKSANG"	"FOOKSANG" .....	Wed'day, 16th Sept. 1 P.M.
SHANGHAI VIA SWATOW	"CHOYSANG" .....	Wed'day, 16th Sept. 4 P.M.
TIENTSIN VIA SWATOW	"CHOYSANG" .....	Friday, 18th Sept. 4 P.M.
TSINGTAU, WEIHAIWEI & CHEFOO	"CHOYSANG" .....	Friday, 18th Sept. 4 P.M.
MANILA	"CHOYSANG" .....	Friday, 18th Sept. 4 P.M.
MANILA	"CHOYSANG" .....	Friday, 18th Sept. 4 P.M.
SHANGHAI, YOKOHAMA, KOBÉ & MOJI	"KONGSANG" .....	Friday, 20th Sept. Noon.

## RETURN TOURS TO JAPAN.

OCCUPYING 21 DAYS

The steamers "NANSAN" and "FONGSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan. If passengers leave the steamer at Yokohama and return at Kobe, these vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried. Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang. Telephone No. 61. For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.,  
Hongkong, 15th September, 1908.

GENERAL MANAGERS.

# EAST ASIATIC CO., LD., COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK. SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

## PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAVRE & COPENHAGEN	"CATHAY" .....	Middle of Sept.
SHANGHAI, YOKOHAMA and KOBÉ	"TRANQUEBAR" .....	On 15th Sept.

For Further Particulars, apply to  
Hongkong, 7th September, 1908.

AGENTS.

# CHARGEURS REUNIS FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS.

## ALL ROUND THE WORLD LINE.

OUTWARD via SUZUKI—Antwerp, Dunkirk, La Pallice, Marseilles, Genoa, Naples, Colombo, Singapore, Hongkong, Chinsanto, (Peking Tientsin), Kobe, Yokohama, Genoa to Hongkong in 30 Days. NANTES to Hongkong in 29 Days.

Unique Opportunity to make a Tour in North China and Japan with Great Speed, Safety and Comfort.

TRANSPACIFIC—Victoria (B.C.) Vancouver, Seattle, San Francisco.

CONNECTING WITH CANADIAN PACIFIC RAILWAY.

Freight to Overland via Vancouver.

Passengers to Overland and Europe via Vancouver.

YOKOHAMA to YANCOUVER 18 DAYS.

YOKOHAMA to LONDON and PARIS 28 DAYS.

HOMeward via MAGELLAN STRAITS—Mexico, River Plate, Brazil, La Pallice, Liverpool.

## PROPOSED SAILINGS:

QUESSANT .....	17th Sept.	CEYLAN .....	26th Nov.
AMIRAL OLEY .....	12th Oct.	COBSE .....	11th Jan. 09

New Twin Screw, 16,000 tons Displacement, 1st Class accommodation, Splendidly equipped with single berth cabins.

Intermediate Class and Rates of Passage. All Round the World Tickets by these boats.

For Further Particulars, apply to—

P. NALIN, ACTING AGENT,  
FRENCH MAIL OFFICE.

Hongkong, 11th September, 1908.

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# NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

## PROJECTED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES 1908.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	AWA MARU Capt. A. Keith, Tos 6309	WED'DAY, 16th Sept. at Daylight
YOKOHAMA, B.C. and SEATTLE, WASH. via KAGAWA MARU	Capt. C. H. Butler, Tos 6134	WED'DAY, 30th Sept. at Daylight
YOKOHAMA, B.C. and SEATTLE, WASH. via KAGAWA MARU	Capt. G. S. Lapraik, Tos 6301	THURSDAY, 17th Sept. at Daylight
YOKOHAMA, B.C. and SEATTLE, WASH. via KAGAWA MARU	Capt. J. Nagao, Tos 6323	THURSDAY, 26th Sept. at 4 P.M.
YOKOHAMA, B.C. and SEATTLE, WASH. via KAGAWA MARU	Capt. T. Harrison, Tos 6359	FRIDAY, 2nd Oct. at Noon
YOKOHAMA, B.C. and SEATTLE, WASH. via KAGAWA MARU	Capt. N. Matheson, Tos 5076	FRIDAY, 30th Oct. at Noon
YOKOHAMA, B.C. and SEATTLE, WASH. via KAGAWA MARU	Capt. E. Kon, Tos 4097	THURSDAY, 17th Sept. at Daylight
YOKOHAMA, B.C. and SEATTLE, WASH. via KAGAWA MARU	Capt. K. Saio, Tos 6165	TUESDAY, 22nd Sept. at Daylight
YOKOHAMA, B.C. and SEATTLE, WASH. via KAGAWA MARU	Capt. N. Matheson, Tos 5076	WED'DAY, 30th Sept. at Noon

\* Omitting Keelung and Shimoda. † Cargo only. ‡ Fitted with Marconi's System of Wireless Telegraphy. § Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail. For Further Information as to Freight, Passage, Sailings, &amp;c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong 15th September, 1908.

T. KUSUMOTO,  
MANAGER.

# HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI .....	2540	R. W. Almond,	Manila	On 19th Sept. Noon.
ZAFIRO .....	2540	R. Rodger .....	Manila	On 29th Sept. Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 13th September, 1908.

# THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Head Office for the Far East—16, DES VUEX ROAD, HONGKONG.

Japan Office—14, WATER STREET, YOKOHAMA.

# Cutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.



SPECIAL BLEND WHISKY.

SHIPPERS  
Cutler, Palmer & Co., London.AGENTS  
SIEMSEN & CO.,  
HONGKONG.

PRINTING.

"DAILY PRESS" OFFICE,  
Prints read by Englishmen.

## SHIPPING IN PORT.

STEAMERS.	REMARKS.
ABANA, British str., 2,678, A. Bowden, 26th Aug.—New York 28th June, Petroleum—Standard Oil Co.	
ALBACOR, British str., 2,168, A. D. Moody, 30th August—Barry Dock 14th July, Coal—Navy Department.	
AUCHINCLOSS, British str., 2,597, G. Moir, 12th September—Newcastle 22nd August, Coal—Doddwell & Co.	
AUSTRALIAN, French str., 3,543, H. Verzon, 13th September—Yokohama and Shanghai 11th September, General—Messageries Maritimes.	
BOURBON, French str., 997, Le Bail, 6th Sept.—Saigon, 2nd Sept. Divers—Chinese.	
CHIPPING, British str., 1,189, F. Mooney, 12th Sept.—Tientsin via Chefoo and Weihaiwei 4th Sept., General—Jardine, Matheson & Co.	
CHIVERN, Chinese str., 1,171, C. Stewart, 12th September—Shanghai 9th Sept., General—Chinese.	
CHOYANG, British str., 2,284, A. E. Sandback, 11th September—Calcutta via Straits and Singapore 5th Sept., General—Jardine, Matheson & Co.	
FITZPATRICK, British str., Williams, 19th Sept.—Penang 24th Aug., General—Order.	
FOOKANG, British str., 1,957, T. A. Mitchell, 12th September—Moji 7th September, General—Jardine, Matheson & Co.	
HAINAN, British str., 636, J. W. Evans, 13th Sept.—Fookow Sept. 10th, Amoy 11th and Swatow 12th, General—Douglas, Lapraik & Co.	
HEERING, German str., 771, J. Jensen, 12th September—Tientsin and Hoihow 11th September, General—Jensen & Co.	
HUPPE, British str., 1,204, G. J. Spink, 10th September—Haiphong and Hoihow 9th September, General—Butterfield & Swire.	
INVERLOCH, British str., 3,213, W. H. Lee, 19th Sept.—New York 21st July, Case Oil and General—Shewan, Tomes & Co.	
JOHANNE, German str., 952, J. Jensen, 13th Sept.—Peking Sept. 9th and Hoihow 12th, General—Jensen & Co.	
JOHN HARRIS, British str., 2,316, McMillan, 26th August—New York 19th June, Petroleum—Standard Oil Co.	
KAGA MARU, Japanese str., 6,391, G. S. Lapraik, 6th Sept.—Yokohama and Shanghai 3rd Sept., General—Nippon Yusen Kaisha.	
KUANG, British str., 1,228, H. A. Wavell, 10th September—Shanghai Sept. 6th and Swatow 9th, General—Butterfield & Swire.	
KWONGSANG, British str., 1,438, W. Palmer, 12th Sept.—Shanghai Sept. 3rd and Swatow 7th, General—Jardine, Matheson & Co.	
LARSEN, British str., 1,342, Frampton, 5th September—Saigon 31st August, General—Chinese.	
LAMINGTON, British str., 2,238, Macphail, 31st August—Hongkong 28th August, Coal—Butterfield & Swire.	
MANDARIN MARU, Japanese str., 4,451, Shindzu, 13th September—Kobe 10th Sept., Coal—Mitsui Bussan Kaisha.	
MERUO, Chinese str., 1,500, J. McArthur, 12th Sept.—Swatow 11th Sept., General—Chinese.	
MICHAEL JENSEN, German str., 951, H. Bendixen, 12th September—Samarang 2nd September, Sugar—Jensen & Co.	
MONTANA, American str., 211, C. Camus, 34th September—Manila 1st Sept., Ballast—Master.	
MONTAGUE, British str., 5,163, W. Davison, 9th September—Vancouver 15th August, & Shanghai 6th Sept., General—C. P. R. Co.	
RUAT, British str., 1,611, R. W. Almond, 7th September—Manila 3rd Sept., Hemp—Shewan, Tomes & Co.	
SHOSHU MARU, Japanese str., 999, I. Ijichi, 13th Sept.—Tamsui via Amoy and Swatow 12th Sept., General—Osaka Shosen Kaisha.	
SIBERIA, American str., 5,655, A. Zoeder, 8th September—San Francisco 11th August, Mails and General—Pacific Mail S.S. Co.	
SIGNAL, German str., 940, G. Schalkard, 8th Sept.—Swatow 7th Sept., General—Jensen & Co.	
SILEZIA, German str., 3,139, C. von Hoff, 11th Sept.—Hamburg and Singapore 4th Sept., General—Hamburg-Amerika Linie.	
TAMING, British str., 1,843, A. Somerville, 11th September—Manila 8th Sept., General—Butterfield & Swire.	
VICTORIA, Swedish str., 987, T. Eckert, 12th September—Yan Chau 11th Sept., Salt—Sander, Whaler & Co.	
WONKOL, German str., 1,115, W. Rohrer, 12th September—Tientsin 2nd Sept., General—Butterfield & Swire.	

SAILING VESSELS.

ECLIPSE, British 4-masted bark, 2,968, James White, 13th Aug.—New York 26th April, Case Oil—Standard Oil Co.

JUTHERPOLIS, British ship, 2,480, Stewart, 6th June—San Francisco 5th April, Case Oil—Standard Oil Co.

KING GEORGE, British ship, 2,057, Tucker, 2nd July—New York 12th March, Case Oil—Standard Oil Co.

# MEN-OF-WAR ON THE CHINA AND JAPAN STATION

AUSTRIAN.	
Kaiser Franz Josef, Austrian cruiser, 4,393 Linienschiffbauanstalt, Wilhelm Fackher Northern Waters.	
FRENCH.	
Achéron, armoured gunboat, 1,830 tons, 9 guns, 1,700 h.p., Lieut. Bertrand, Saigon.	
Alger, 2nd class cruiser, 4,320 tons, 22 guns, 5,100 h.p., Commander Fournier, Saigon.	
Alouette, gunboat, 508 tons, 7 guns, 400 h.p., Commander Badin, Saigon.	
Argus, river gunboat, 183 tons, 6 guns, 570 h.p., Lieut. Andraud.	
Balmotte, gunboat, 170 tons, Reserve, Saigon.	
Bouclier, gunboat, 140 tons, Reserve, Saigon.	
Bruix, armoured cruiser, 4,800 tons, 16 guns, 8,300 h.p., Capt. Rochas.	
Ciméon, gunboat, 140 tons, Reserve, Saigon.	
Comète, gunboat, 500 tons, 8 guns, 500 h.p., Capt. L. Gervais, Saigon.	
Coronade, gunboat, 184 tons, Reserve, Saigon.	
Décidé, gunboat, 630 tons, 10 guns, 900 h.p., Lieut. de Linarte, Shanghai.	
D'Entrecasteaux, 1st class armoured cruiser, 8,200 tons, 26 guns, 13,500 h.p., Captain Thibault, Shanghai.	
Eatoc, gunboat, 141 tons, Reserve, Haiphong.	
Estrangeon, sub-marine, 70 tons, 60 h.p., Lieut. Combet, Saigon.	
Fronde, destroyer, 300 tons, 7 guns, 6,300 h.p., Saigon.	
Henri Rivière, river gunboat, 150 tons, 6 guns, 152 h.p., Haiphong.	
Jacquin, gunboat, 200 tons, Reserve, Haiphong.	
Lion, gunboat, 500 tons, Reserve, Saigon.	
Lynx, sub-marine, 70 tons, 6 h.p., Lieut. Marre, Saigon.	
Manche, surveying-ship, 1,625 tons, 10 guns, 900 h.p., Commander Ragot des Touches, Saigon.	
Mouquet, destroyer, 300 tons, 7 guns, 6,300 h.p., Commander de la Roche-Kerandron, Saigon.	
Oly, river gunboat, 170 tons, 6 guns, 500 h.p., Lieut. de Maistre, Upper Yangtze.	
Pello, river gunboat, 130 tons, 4 guns, 280 h.p., Lieut. Puch, Tongku.	
Perle, sub-marine, 70 tons, 60 h.p., Lieut. Mon- nier, Saigon.	
Pistole, destroyer, 300 tons, 7 guns, 7,000 h.p., Commander Mortenol, Hongay.	
Protée, sub-marine, 70 tons, 60 h.p., Lieut. Morris, Saigon.	
Redoutable, battleship, (reserve) 9,330 tons 28 guns, 22,000 h.p., Capt. Decoux, Saigon.	
Styck, armoured gunboat, 1,800 tons, 8 guns, 1,600 h.p., Lieut. Seriot, Saigon.	
Takong, steam-launch, Upper Yangtze.	
Takong, destroyer, 280 tons, 6 guns, 6,500 h.p., In Reserve, Saigon.	
Vauban, torpedo-depot, Commander Mortenol, Hongay.	
Vétéran, torpedo-depot, Lieut. Bihal, Cap. Saint-Jacques.	
Vigilante, river gunboat, 180 tons, 6 guns, 7 h.p., Lieut. Dumoulin, Sikiang.	
Vipère, gunboat, 475 tons, Reserve, Saigon.	
GERMAN.	
Arcona, cruiser, 2,719 tons, Captain von Hippel, Amoy.	
Furst Bismarck, (flagship), 11,000 tons, 36 guns, 14,000 h.p., Kommando-Admiral Corps, Shanghai.	
Ilia, gunboat, 1,000 tons, 10 guns, 1,300 h.p., Captain Laus.	
Jaguar, gunboat, 900 tons, 10 guns, 1,300 h.p., Captain Graf von Posadowsky-Wohner.	
Leipzig, cruiser, Captain Engel.	
Luise, gunboat, 850 tons, 10 guns, 1,344 h.p., Captain Bilken.	
Niebo, cruiser, Captain Luwings.	
Tiger, gunboat, 900 tons, 10 guns, 1,300 h.p., Captain v. Koss.	
Tingtau, gunboat, 170 tons, 5 guns, 1,300 h.p., Captain Ross.	
Vaterland, gunboat, 3 tons, 500 h.p., Captain Toussaint.	
Vorwärts, gunboat, First Lieut. Riechers.	
ITALIAN.	
Vesuvio, cruiser, 2,145 tons, Baron de Saint Pierre.	
PORTUGUESE.	
Rio Lima, cruiser, 730 tons, 7 guns, Macao.	
UNITED STATES.	
Harry, destroyer, 420 tons, Eps. David Lyons, Cavite.	
Callao, gunboat, 243 tons, Lt. Guy Whitlock, Shanghai.	
Chamorro, destroyer, 420 tons, Lt. Frank McCrary, Cavite.	
Chittanooga, cruiser, 3,200 tons, Commander R. C. Smith, Swatow.	
Cleveland, cruiser, 3,200 tons, Commander J. T. Newton, Cavite.	
Columbia, armoured cruiser, 13,680 tons, Captain S. H. Stanton, Cruising.	
Concord, gunboat, 170 tons, Commander J. H. Sears, Shanghai.	
Dale, destroyer, 430 tons, Eps. G. V. Stewart, Cavite.	
Desatur, destroyer, 420 tons, Eps. C. W. Nimis, Cavite.	
Denver, cruiser, 3,200 tons, Commander W. Caperton, Shanghai.	
Galveston, cruiser, 3,200 tons, Commander B. W. Hodges, Manila.	
Holona, gunboat, 1,362 tons, Commander R. M. Hughes, Shanghai.	
Maryland, armoured cruiser, 13,680 tons, Capt. C. Thomas, Cruising.	
Mohican, (station ship), Lieut.-Commander M. Miller.	
Monadnock, monitor, 400 tons, Lt. Comman- der Miller, Olangoap.	
Monterey, monitor, 400 tons, Lt. D. W. Todd, Olangoap.	
Pennsylvania, armoured cruiser, 13,680 tons, Capt. A. Ward, Cruising.	
Quinn, gunboat, 350 tons, Lt. H. P. Perrill, Yangtze.	



